

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Rumania	REPORT	<input type="text"/>	25X1
SUBJECT	Locomotive Depot in Cluj	DATE DISTR.	20 February 1953	
		NO. OF PAGES	5	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES		

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. This installation in Cluj was known as the locomotive repair depot for CFR (Rumanian Railroad) region number four or six. The area adjacent to the depot to the west was referred to as the locomotive work shop area. Within the locomotive repair depot only locomotives being repaired. Most of the buildings in use had been repaired after World War II. A few of the buildings which were being used as living quarters, and the bowling alley were constructed after World War II. deposits of rubble and debris in the southwest section of the area. It is possible that the work shop area to the east conducted repair work on railroad cars. 25X1
 2. There were approximately 400 to 500 employees in the locomotive depot. In addition, more than two thousand were persons employed in the locomotive work shop area immediately adjacent to the depot to the east. 25X1
- 25X1
- employees worked 12 hours a day. Locomotive engineers and locomotive mechanics were paid approximately the same wage. The average wage in 1949 for these workers was 20 thousand lei per month. Some employees had families), occupied quarters within the depot area. The majority of employees did not work on Sundays. 25X1

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STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC		ORR Ev	X		
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "##".)

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3. It was impossible to enter the installation area unless employed there on official business or accompanied by one of the employees. A wooden fence approximately two m in height separated the south perimeter of the depot from the highway and main rail line; a wooden fence approximately two m in height separated the depot and the lumber yard west of the depot area. The wooden gate at the entrance for locomotives was usually closed except when it was necessary to be open for passage of locomotives. A small gate house was located at the entrance.

25X1

4. The highway between the main rail line and the southern boundary of the locomotive depot area was approximately six m wide and was surfaced with gravel. The northern boundary of this installation extended along the south bank of a creek or a small river

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5. The following numbers refer to an overlay of Cluj /Encl (A)7.

Point #1 LOCOMOTIVE DEPOT (Depoul de Locomotive).

#2 RAILROAD WORK SHOP (used in conjunction with Locomotive Repair Depot).

#3 LUMBER YARD.

6. The numbers given below have reference to sketch of the locomotive depot in Cluj /Encl (B)7.

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Point #1 BOWLING ALLEY. This was a one story building of wooden construction approximately 25 m long and five m wide, with a tile roof. It housed two bowling alleys.

#2 WORK SHOP AREA (Ateliere). This area was used in conjunction with the locomotive repair depot.

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25X1

#3 BARRACK TYPE BUILDING. This was a single story building, constructed of cement-covered brick, approximately 15 m long and five m wide, with a tile roof. It was used as living quarters for employees.

#4 TWO BARRACK TYPE BUILDINGS. These were single story buildings, constructed of cement-covered brick, approximately 15 m long and five m wide, with tile or metal plate roofs (tabla). These buildings were also used for living quarters.

25X1

#5 BUILDING. This was a two-story building of red brick, approximately 12 m long and six m wide.

25X1

#6 COAL DEPOSIT.

#7 WATERING TOWER.

#8 RAIL LINES. This was an area of rail lines converging in an easterly direction to the single rail line used for entry into the area from the main rail line.

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25X1

#9 WOODEN FENCE. This fence was approximately two m high.

#10 LOCOMOTIVE SHED. The dimensions of this locomotive shed are unknown to me. It was constructed of cement and brick

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- #11 LOCOMOTIVE TURNTABLE. [redacted] the turntable was out of order and [redacted] being operated manually at one time. It was equipped to handle one locomotive only. [redacted] a locomotive occupied all but approximately six m of the diameter of the table. 25X1
25X1
25X1
- #12 WORK SHOP. This was a one story building constructed of cement-covered brick with a tile roof; it was approximately 10 m long [redacted] 25X1
- #13 CONCRETE CONSTRUCTION; part of which is underground. The part above ground was approximately two m in height, and covered with earth. [redacted] 25X1
- #14 WAREHOUSE. This was a two story building, constructed of cement-covered brick approximately 20 m long and 10 - 12 m wide, with a tile roof.
- #15 LUMBER YARD. This lumber yard was adjacent to the west boundary of the depot area. A wooden fence approximately two m in height separated this area from the locomotive repair depot.
- #16 LIVING QUARTERS. In the vicinity of this point were additional buildings used as quarters for workers. Buildings were constructed of cement-covered brick and had tile roofs. [redacted] 25X1
- #17 MESS HALL AND OFFICES. This was a long one story building constructed of cement-covered brick with a tile roof. This building was approximately 50 m long [redacted] 25X1
[redacted] a school for mechanics was also located in this building. 25X1
- #18 LIVING QUARTERS. This was a single story building constructed of cement-covered brick approximately 15 m long and 10 m wide. [redacted] 25X1
- #19 PAYMASTER'S OFFICE. This was a small one story building constructed of cement-covered brick, approximately eight m long and six m wide with a tile roof.
- #20 ROAD. This was a narrow gravel or cinder road. It began in the area of Points #11 or 12 and ran due north across the middle of the depot area.

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- Enclosures: (A) Overlay of Cluj 0251-9992-25 ICM Pinpointing the Locomotive Depot
- (B) [redacted] Sketch of the Locomotive Depot in Cluj

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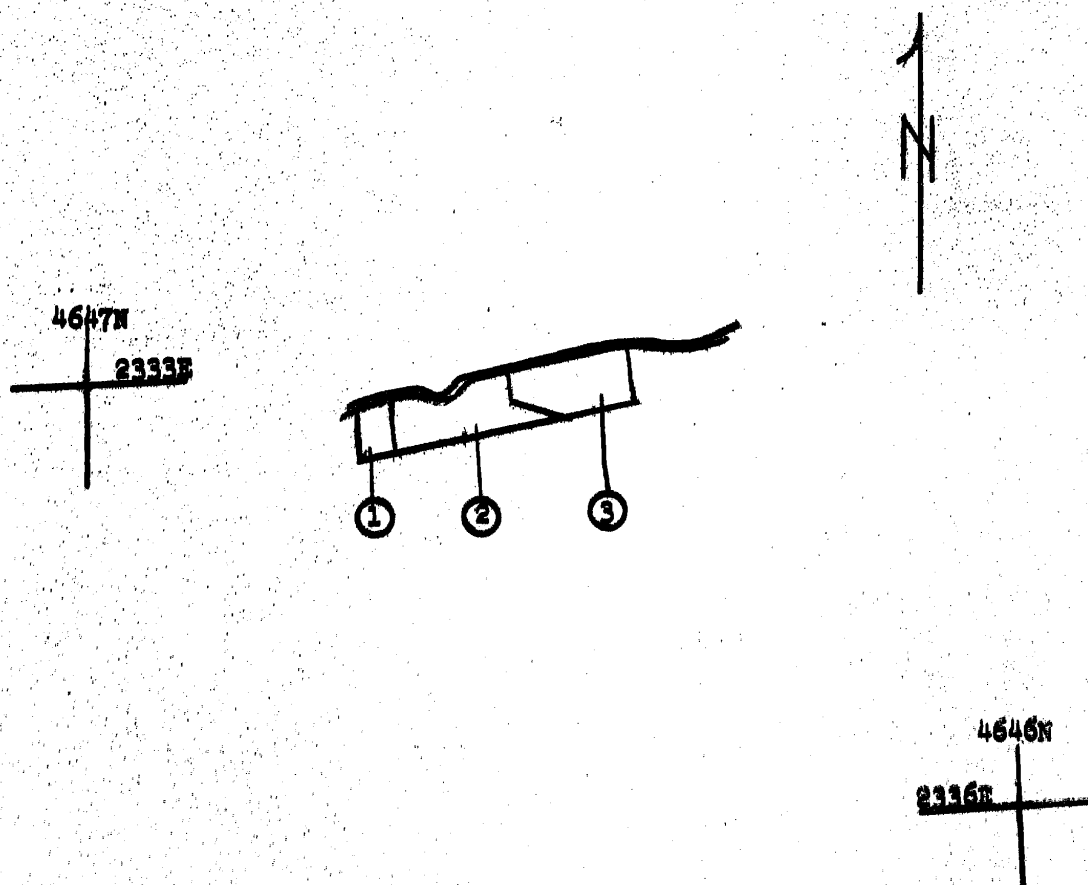
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ENCLOSURE (A)

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Overlay of 0251-9992-25 ICM
Pinpointing the Locomotive Depot

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